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WHITE ROUTE BOOK

NUMBER SIX

THE INCOMPARABLE

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CLEVELAND, OHIO

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WHITE ROUTE BOOK
NUMBER SIX

ROUTE OF A TOUR

Between North and South

PASSING THROUGH

PHILADELPHIA, HARRISBURG, GETTYSBURG, HAGERSTOWN, CUMBERLAND, WHEELING, COLUMBUS, CINCINNATI, LEXINGTON, LOUISVILLE, NASHVILLE, CHATTANOOGA AND ATLANTA, TERMINATING AT SAVANNAH

The route was covered by "Pathfinder" Jan. 12-Feb. 7, 1908, the start being made from New York City

IT is particularly appropriate that THE WHITE COMPANY should maintain a headquarters for the distribution of touring data because there are to-day in active service twice as many White Steamers as any other make of touring car and the great majority of White owners are distinguished for their ceaseless touring activity. We therefore have unique facilities for the collection of touring data and we intend that our Touring Bureau shall be at the service not only of the army of White owners, but also of all tourists generally.

One phase of the work of the Touring Bureau is the publication from time to time of the White Route Books, of which this is the sixth issue. Copies of these books may be obtained at the branches and agencies of the company in all the principal cities of this country and Europe.

Address all inquiries, suggestions, etc., relating to routes, and requests for permission to reproduce any of this matter (which is copyrighted), to

Touring Bureau

THE WHITE COMPANY

1402 Broadway **New York City**

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INTRODUCTORY

This issue of the White Route Book covers a more extensive territory than any of the previous issues. It is believed that this issue will do much to revive interest in the National Highway and to turn the tide of tourist travel toward the South. As far as known to the compiler, this issue contains the first definite data ever published on the roads of Kentucky, Tennessee, Alabama and Georgia and, it is needless to say, the directions covering that part of the route which lies in Pennsylvania, Maryland and Ohio are herein presented for the first time with accuracy and detail.

The extent to which tourists rely upon the White Route Books for touring information can be judged from the fact that the circulation of these books is more than twice that of any other publication containing road directions. It has become necessary for us to print another edition of Route Book Number 1 and Route Book Number 2, the original editions having been exhausted. As an evidence of the care with which the road directions are compiled and printed, it might be pointed out that in printing these new editions, it has not been necessary to make any correction whatsoever.

Tourists have expressed the very heartiest approval of the White method of compiling road directions—by odometer distance and description of every turn, together with frequent photographs and an accurate map. Mention might also be made of the fact that, as regards those features which can be readily copied, the White Route Books have received "the sincerest form of flattery."

We wish to repeat our recommendation that a form of odometer be used which may be set at any reading. The tourist is thus always able to set his instrument to tally with the figures given in this book. During a stop overnight, for example, a car may run several miles around town and it is desirable that the odometer be set in the morning at a figure corresponding with the actual distance from the starting point. Tourists starting at intermediate points to cover these routes will especially appreciate the force of this recommendation. In compiling this issue, a Jones Speedometer, with Veeder Odometer, was used.

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TOURING OVER THE NATIONAL HIGHWAY AND SOUTHWARD THROUGH KENTUCKY

By Pathfinder

AN historian, writing in 1901 of the National Highway, remarks: "The era of the National Road was succeeded in a half century by that of the railway, and a great thoroughfare, which was the pride and mainstay of a civilization, has almost passed from human recollection." It is a particularly striking example of the impetus given to the good roads movement by the motoring fraternity that today, scarcely seven years from the time the above comment was made, the National Highway, far from having "passed from human recollection," has been restored in many places to perfect condition and in the six states through which the Highway passes its care and improvement are a matter of especial concern to the state and county highway commissions. Within the last few years, thanks to the agitation of the automobilists, large sums of money have been expended on the Highway and, although the work of rehabilitation is far from complete, it now deserves the favorable attention of the tourist who is planning his trips for the coming season. Certain details relating to the Highway, from the automobilist's point of view, as observed by me on a recent trip in my White Steamer, may therefore prove of interest.

As the National Highway proper commences at Cumberland, Md., the first question presented is "How does one get to Cumberland?" The tourist should first make

A ruined tavern between Hagerstown and Hancock

Typical scene on the National Highway

his way to Hagerstown, Md., following one of the routes described in White Route Book Number 2. Hagerstown, in other ways of comparatively little importance, should have a prominent place on every motorist's map. It is the radiating point for routes of the greatest importance —northward to Chambersburg and Gettysburg, eastward to Baltimore and Washington, southward to the Shenandoah Valley and, finally, westward to Cumberland. Of these several routes, all were familiar to me except the last, and it was with no small degree of curiosity that I started westward from the square in Hagerstown, having only the faintest idea of what lay before me.

Hardly had we left Hagerstown than we encountered that familiar institution, the toll-gate, which, annoying though it be, is generally an indication of good roads beyond. We found that the toll road extends about thirteen miles, and then the road enters the mountains. I noted by my speedometer that it was a mile and a half climb to the summit of the first ridge, from which was presented a view of the greatest magnificence, typical of what we were to encounter throughout the rest of our journey. Then came a coast down the mountain of another mile and a half. Thereafter, throughout our journey in Maryland and Pennsylvania, we crossed so many great ridges that I lost count of the number of climbs of one, two and three miles and of coasts of equal length. The grades, however, were nowhere excessive—at least, they did not seem so to me, equipped as I was with a power plant of exceptional hill-climbing capabilities.

Twenty miles from Hagerstown, we reached the valley of the Potomac River and had a few miles of comparatively level going, passing meanwhile through the town of Hancock, at which point a bridge spans the river and

leads to the West Virginia shore. Our road, however, lay straight ahead and soon we were once more in the mountains and, from that point on to Cumberland (67 miles from Hagerstown) we did not have one hundred feet of level country. It was a case of uphill, then downhill, up and down, up and down. In the section between Hancock and Flintstone (13 miles east of Cumberland); we found the road in very poor condition. There are no culverts, and in the little valleys the drainage has washed deep channels across the road. The surface is composed entirely of loose stones and is very hard on tires. Yet it is little wonder that this section of the road has been neglected since the country is practically uninhabited and, from the base of one mountain to the base of the next, we did not see a human habitation. At Flintstone commences a fine stretch of road over which, despite the grades, quick time can be made to Cumber-

The bridges are of substantial construction

land. At this point in the narrative, we might pause to inquire briefly into the history of the National Highway.

In the first years of the Nineteenth Century, the question of better means of communication between the seaboard states and the growing settlements on and beyond the Ohio River was an important topic of debate in Congress. That body, in 1806, passed a law authorizing the President to appoint "three discreet and disinterested citizens"—to lay out a road from Cumberland on the north bank of the Potomac to the Ohio River. In 1808, the work of construction commenced and in 1818 the road through to Wheeling was opened for traffic. In the period between 1820 and 1833, the road was extended westward by degrees to Zanesville, and then to Columbus. About this time, however the question of further national road improvement became mixed up with the

Following the Miami River

States' Rights controversy. Moreover, many members of Congress believed that money would be expended to better advantage in the construction of the new style of highway, the railroad, and national aid to good roads came practically to an end. About 1835, Congress ceded those portions of the National Highway which had already been constructed to the several states. In Indiana, the "National Highway" was completed under state supervision, although following the survey previously made by the Federal Government. In Illinois, the plans of the Federal engineers of a century ago have not yet been entirely consummated. From Cumberland to Wheeling, therefore, is the original National Highway and, in its early history, it was of much more importance than those portions west of the Ohio River.

With this data in mind, we started out on the National Highway and were at once impressed with the fact that it possesses a distinct individuality. From sixty to eighty

An old Kentucky home

feet wide, with two and sometimes three lines of telegraph and telephone poles, there is not the slightest chance that the tourist will lose his way between Cumberland and Wheeling. Road directions dealing with forks and turns are superfluous, as the Highway at all times completely overshadows the puny little cross-roads and forks which at intervals join with it. Then, there are the old mile-posts of distinctive type, made in pyramidal form and built of heavy iron plates, which, although thick with rust, have nevertheless survived a century of exposure. Then, what local road-builders ever laid a road so straight as did the "discreet and disinterested" National Highway Commission! Where the contour of the country permits, the Highway is perfectly straight for mile after mile, although in the mountains, there are numerous turns and bends.

In the thirty miles west of Cumberland, there is much climbing to be done, until at Keyser's Ridge an elevation of 2328 feet is obtained, the highest point of the Highway. Three miles further, the road crosses the state line from Maryland into Pennsylvania. At Petersburg, we found a delightful old-fashioned hotel, where we spent the night and glad we were to seek shelter indoors, for we had encountered conditions which will not be met by those who make the trip in the touring season. The mountains were covered with snow and in some places were great drifts through which we made our way only by "bucking" and by occasional use of a shovel—a handy part of a tourist's equipment at any season of the year. But even in the sections where the snow had accumulated the deepest, there were occasional spots where the ground was bare and we had the opportunity to observe that the surface of the road is uniformly excellent.

The approach to Uniontown is signalized by a coast down the mountainside of more than three miles. Beyond Uniontown, the country flattens out, comparatively speaking; that is, the grades are seldom more than a half mile long, and the hills are sufficiently gentle to permit of the road being laid out perfectly straight for miles at a stretch.

At Brownsville, 78 miles from Cumberland, the Highway takes the shape of a horseshoe, composing the main street of the town. One end of the horseshoe is at the summit of a hill, while the other end is far below, at the old ramshackle wooden covered bridge across the Monongahela River. The next town of any size is Washington, Pa., where is located the Washington and Jefferson College. In this town, it was necessary for us to note two right-angle turns, but I am inclined to believe that originally the Highway passed straight through the town and

The Confederate Cemetery at Lexington

Henry Clay homestead near Lexington

The Daniel Boone Monument in the Frankfort Cemetery

that local changes in laying out the streets account for these turns. Washington, it may be said in passing, lies almost due south of Pittsburg, the distance between the two places being only thirty-two miles.

From Washington, it is a ride of but eighteen miles to the state lines of West Virginia, from which point it is another sixteen miles to the Hotel McLure in the center of Wheeling (136 miles from Cumberland). Although the hills rise up on every side, that portion of the Highway which lies in West Virginia is practically level and, for the most part, is absolutely perfect, with no ruts, no holes and no "Thank-ye-ma'ms." Honor to West Virginia! May her sister states emulate her example.

I have reserved for treatment in a special paragraph of condemnation, the awful water-breaks which we encountered all along our route from Hagerstown to Columbus, except in certain isolated sections. West Virginia is the only state which does not need reproof. It is true that the State Highway Commissioner of Pennsylvania is making efforts, within the limits of his appropriation, to obliterate these relics of a barbaric age, yet much remains to be done within his domain. "Maryland, my Maryland, if there is a tourist who can travel within your fair borders without constant blasphemy, he must be made of different stuff than is the average mortal." Ohio, as regards its eastern counties, is the worst offender, for heavy toll is charged and the road should be above reproach. Also, as the country there is more level, there is less excuse for the existence of these water-breaks than there is in the mountains. Thirdly, the Ohio water-break is a mean, narrow, square-sided affair, much more severe on springs and nerves than the more amply proportioned breaks of Pennsylvania and Maryland. May

Typical "S" turn on a Kentucky highway

"Bred in Old Kentucky"

every motorist in the offending states use his influence to the end that something may be done to eliminate the water-breaks from the National Highway, which excepting for this feature, would be a splendid and exceedingly popular route.

Resuming the narrative—the next stage of our journey carried us from Wheeling to Columbus. There is an island of considerable size in the Ohio River opposite Wheeling, so that two bridges must be crossed before the tourist finds himself in the state of Ohio. In Ohio, the iniquitous system of county supervision of highways prevails, with the result that conditions vary from county to county as one crosses the state. In Belmont and Guernsey counties we paid $1.48 or at the rate of 2½ cents per mile, for the privilege of passing over roads which, although otherwise excellent, were marred by frequent water-breaks. In the next county, Muskingum, no toll is charged and the roads are of about the same general character. The country here flattens out completely and, in the next county, Licking, commences that remarkable stretch of some thirty miles which leads into Columbus *absolutely without a turn.* This portion of the road is almost flawless unless we object to the fact that an interurban trolley roar has encroached on about half the original width of the Highway.

On leaving Columbus, we continued due west, and followed the National Highway to Springfield. This stretch of 45 miles offers unusual opportunities for speeding. Straight as an arrow, for the most part perfectly level, free from ruts, and not passing through any towns of size, the distance can readily be covered in an hour and a half, provided, of course, that there are any tourists who ever exceed the legal limit of 20 miles per hour. Three miles west of Springfield, we turned off the National Highway, not without a feeling of regret, as we had traveled on this one road for about 320 miles. What a

change was noticeable as soon as we turned off the Highway! Instead of a wide, straight highway, with few if any turns, we had a narrow little lane, winding back and forth across the railroad. The surface was good, however, and we soon reached Dayton, 71 miles from Columbus. Here we looked in our water tank and saw that we had used but a gallon of water on the 71 miles—a striking demonstration of the efficiency of the condensing system in the White Steamer of to-day.

From Dayton, a fair pike leads to Cincinnati by way of Miamisburg, Bethany and Reading. There is little chance that one will go in the wrong direction in this vicinity. While still 20 miles from Cincinnati we saw before us the cloud of soft coal smoke which overhangs the city, and by the time we reached our hotel, we were covered with soot. Our odometer showed 125 miles for the trip from Columbus.

None of us had ever been in Kentucky, and we started out eagerly the next morning and crossed the toll bridge which carried us over the Ohio River into Covington, Ky. From this town, we had a gradual three-mile climb on a wide slippery road, which, like much of the Kentucky roads, I fear would be rather bad in wet weather. While we were in the state, I should say here, we were favored by clear weather, although we felt the effects of the cold wave which swept the Northern States.

The first 25 miles out of Covington is over a toll road and we paid a total of 81 cents on this stretch. We did not have to pay toll again in the state, although we saw thereafter many abandoned toll gates, testifying to the fact that, until recently, toll was collected on most of the pikes. After leaving the toll road, we reached a stretch where the road parallels the Queen & Crescent Railroad, and in 35 miles, we took note of twenty-eight railroad crossings, all over the same road. The turns across the track were often very abrupt, as were the turns over the bridges which span the tracks, and we found that great caution was necessary in approaching these crossings. The road from about 50 miles to 70 miles out of Covington leads through a hilly and rather lonesome country. The turns in the road are numerous and of extreme sharpness, and the same care was necessary as in the section above alluded to.

As we neared Georgetown the road straightened out and widened out, but here a difficulty presented itself, which, in a greater of less degree, continued throughout our journey—namely, the trouble in passing horses and mules. It happened that County Court was being held that day in Georgetown, and this occasion is, by local custom, a time for general horse trading. Every one in

the county who raises horses or mules—which is almost equivalent to saying, the entire population—had come into town to buy or to sell. We met numerous combinations, such as the following: a man driving a team with one hand, and with the other holding the halters of two or three newly purchased horses which traveled behind his buggy. The horses were for the most part young and untrained, and the trouble in passing them may be imagined. We gave every assistance possible and most of the horsemen accepted the situation as a matter of course. For traveling in Kentucky, Sir, you will find it an advantage if your engine can be stopped when desired and easily re-started, and the more quietly you can start, the more serene will be your progress.

We put this question to Mr. Bryan: "Is not the subject of good roads worthy of as much attention from those in public life as that of 'good' railroads?"

There is a fine road from Georgetown to Lexington, and at the latter place, 88 miles from Cincinnati, we spent the night. Lexington is the center of the horse-raising section of the state. Good roads radiate from it in every direction, connecting it with the great stock farms. Lexington was the home of Henry Clay, and we visited his old homestead outside of the city, as well as his monument in the cemetery.

Leaving Lexington, we had a splendid macadam road to Frankfort, 26 miles away, the capital of the state. Here we saw much of interest—the monument to Daniel Boone, the old State Arsenal, the Capital Hotel where Goebel died, and the century-old State House, which impressed us even more than the magnificent new State House now nearing completion.

It chanced also that William J. Bryan of Lincoln, Neb.,

was in Frankfort when we passed through. We talked with the famous orator and sounded him as to where he stands on the Good Roads question. He stated that on this topic his views are entirely orthodox.

We had a very uneventful trip from Frankfort into Louisville, 80 miles from Lexington. This section of the state was settled very early, and we saw some fine examples of real colonial architecture. The last 15 miles into Louisville is over a fine, straight, perfect macadam road. We were very favorably impressed with Louisville, particularly with the wide, well-paved streets and the fine Hotel Seelbach. In the morning, we drove through Cherokee Park and other parts of the city, so that it was noon before we headed southward.

The road was reasonably good for 40 miles, as far as Bardstown, one of the oldest settlements in Kentucky. I might say here that it was not until we had traveled over 100 miles from Bardstown that we again saw a community that was anything more than a cross-roads hamlet. Beyond Bardstown, the country became wilder and the road gradually grew poorer. At Buffalo, 69 miles from Louisville, began a long stretch of very bad going. There was sand, mud, rock, water—in fact, everything except a smooth hard road. Eighty-five miles out from Louisville we crossed an iron bridge about 100 feet long for which 40 cents toll was exacted.

We had realized all day that we would have to "rough it" that night, and our expectations proved correct. We put up at a cross-roads called Canmer in a "hotel" which had three rooms for guests. We were served with sausages and raspberry jam for dinner and the same menu for breakfast. Our host sat down at the table with us with

Bird's-eye view of the new State Capital at Frankfort

On the road from Mammoth Cave to Glasgow Junction

his hat on and asked us innumerable questions about ourselves. Incidentally, we obtained considerable information from him, including the fact that our road passed within 12 miles of the Mammoth Cave. We determined to take in this great natural curiosity, ranked as one of the Seven Wonders of the World.

The next morning, after 18 miles of bad going on the main north and south route, we came to Cave City. Here we left the main road and traveled over 12 miles of very bad road to the Cave. If it were not that we were told that the road is fairly good in summer, I could not conscientiously recommend this detour to any one. We were 3½ hours in traveling the 30 miles between Canmer and the Cave. Here we spent all told about three hours. The Guide Book says that there are 152 miles of avenues and grottoes in the Cave. Visitors come from all over the world and spend days and weeks in exploring the place. As for our party, we all preferred traveling on the pikes and we were satisfied to walk in for a mile or so and then turn around and walk right out again.

Then came 11 miles more of miserable road before we regained the main road at Glasgow Junction. From here we had an easy 34-mile drive to Bowling Green, where we spent the night.

From Bowling Green, there is a direct and unmistakable pike, right through to Nashville. Thirty miles from Bowling Green, we crossed the line into Tennessee and left Kentucky behind us. Kentucky is a fine state: if Poverty has any place there, it did not lurk near the roads where we traveled. Everywhere the land shows evidence of great fertility and the crops of tobacco and grain bring profitable prices. The houses in the country are substantial and comfortable, and there seems to be a fine saddle horse for every member of every family,

Kentucky has many miles of fine road, and there was no more gratifying feature of my trip than to see the evidence of projected road improvement work in almost every part of the state.

While the roads of Kentucky present no particular difficulties, nevertheless the state is no place for fragile machines or inexperienced drivers. There are no garages every five or ten miles as there are in New York and New England, and the touring party must be absolutely independent of outside aid. Finally, this is not a country for the scorcher—the roads are too rough for speed, and furthermore, the tourist must be prepared to stop his car and engine and allow horses and mules to pass by. To the trained tourist, who is looking for novelty, who is satisfied to cover an average of from 90 to 100 miles a day, who is considerate of the rights of other users of the highway, Kentucky extends the hand of welcome.

The "façade" of the Mammoth Cave Hotel

ROUTE NUMBER 41
PHILADELPHIA TO HARRISBURG
116 MILES

NOTE: Route No.'s 41 and 42 are, for the most part, the reverse of Route 8, White Route Book Number Two.

.0 Leaving the Bellevue-Stratford go north on Broad Street; jog around the Public Building and continue out on North Broad Street

1.2 Pass on the right, at 629-33 North Broad Street, the Philadelphia branch of **THE WHITE COMPANY**

6.6 At the end of North Broad Street continue straight ahead on the York Road

8. Just after passing Bonta's drug store turn left into Haines Street

9.1 Turn right into Stenton Avenue

12.6 Bear left down sharp, steep hill

12.8 At the fork half way down hill keep to the right

13. At the Wheel Pump Hotel turn to the left, leaving the trolley

13.3 At the end of the road turn right

13.5 At the next road turn left

13.9 Cross iron bridge

14. Pass St. Joseph's Convent on the left and immediately turn right, following the trolley

15.2 At the Barren Hill Hotel bear to the right

17.4 **PLYMOUTH**

17.6 Pass under railroad bridge

19.1 Trolley crosses the road

20.1 Pass road to left

20.7 At the cross-road with trolley tracks, turn left and follow the trolley

23.3 Turn right into the main street, **NORRISTOWN**
23.4 Hotel Montgomery
23.7 Cross the railroad
25.7 **JEFFERSONVILLE**
27.4 Trolley crosses the road
27.7 Trolley crosses the road
28.2 **EAGLEVILLE**
28.7 Trolley crosses the road
31. Cross bridge into **COLLEGEVILLE**
31.2 Cross the railroad
36.3 **LIMERICK**
41.5 Cross trolley tracks
43.6 **POTTSTOWN** (Schuler House)
45.4 Cross bridge over railroad
45.6 Cross the railroad
48.1 **DOUGLASSVILLE**; cross the railroad and at the fork just beyond keep to the left
61.2 **READING** (Mansion House)
61.6 Cross bridge over the Schuylkill River

63. At the fork keep left with the trolley
64.1 Cross bridge over the railroad
66.4 **SINKING SPRING**
69.7 **WERNERSVILLE**
70.3 Toll gate; here pay $1.02 and receive a long slip containing a number of tickets; these tickets should be dropped in order, one by one, at the several gates beyond
72.7 Toll gate; drop ticket
73.2 **ROBESONIA**
74. Toll gate; drop ticket
75.9 **WOMELSDORF**
77.8 Toll gate; drop ticket
78.6 **STOUCHSBURG**
82.1 Toll gate; drop ticket
83. **MYERSTOWN**

83.8 Toll gate; drop ticket
85.9 Toll gate; drop ticket
87. Toll gate; drop ticket
87.8 Cross the railroad
88.5 Toll gate; drop ticket
90. **LEBANON** (Eagle Hotel)
90.2 Cross the railroad
90.5 Cross the railroad
91.9 Toll gate; drop ticket
93.8 Toll gate; drop ticket
95. **ANNVILLE**
99. **PALMYRA**
100.7 Toll gate; drop ticket. At the fork just beyond keep left with the trolley
102.4 Cross the trolley tracks
102.9 **HERSHEY**
103.8 Cross the railroad
104.9 Last toll gate. Just beyond cross the railroad
105.5 Cross the railroad
106.4 **HUMMELSTOWN**
106.9 Cross the railroad
107.4 Cross covered bridge
108.4 Pass road to the left
111.3 Make sharp turn under the railroad
114.9 Cross the railroad
115.3 Trolley turns to the right, keep straight ahead on Derry Street. At the foot of rather steep hill bear right and then immediately left into Market Street, **HARRISBURG**
115.9 Go under the railroad tracks
116.2 The square (Senate Hotel on farther right hand corner)

To reach The Harrisburg Atuomobile Company, local agents for the **WHITE STEAM CAR,** turn right at the square into Second Street, and continue out one mile to Hamilton Street; then turn right and proceed about one-tenth of a mile.

ROUTE NUMBER 42
HARRISBURG TO GETTYSBURG
38 MILES

.0 Leaving the square go out Market Street

.1 Toll bridge over the Susquehanna River (pay 10 cents for car and driver and 2 cents for each additional passenger)

.8 At the other end of the bridge go under the railroad and turn left up hill

1.2 At the first street after passing car barn turn left and cross the bridge over railroad tracks

1.4 Turn right with a line of trolley

2.6 At the White Hill Station turn right leaving the trolley

2.9 Cross the railroad

4. On meeting the trolley bear left avoiding same. Pass cross-road near a farmhouse with windmill

7.6 At the fork half way up a short hill keep to the left

7.8 Pass road to left

8.7 Pass cross-road

8.9 **SHEPHERDSTOWN**

11.3 Cross covered bridge; then turn sharp right and then left under the railroad

14.2 Cross the railroad tracks and then turn right into **DILLSBURG**

14.4 At the railroad station turn to the left

14.6 At the fork, office of the Dillsburg *Bulletin* in triangle, take the right road

17.8 At the fork take the right road

21.3 Cross covered bridge

23.1 At the fork take the left road passing through outskirts of **HEIDLERSBURG**

25.6 Cross covered bridge
27.8 Pass cross-road at **YORK SPRINGS**
29.2 Cross stone bridge and covered bridge
34.2 Cross covered bridge
36.5 Cross covered bridge
37.2 Road turns right
37.3 At second street, monument on right, turn left
37.6 Cross the railroad
37.7 The square, **GETTYSBURG**

GETTYSBURG TO HAGERSTOWN
34 MILES

See Route Number 9 in White Route Book Number Two.

ROUTE NUMBER 43
HAGERSTOWN TO CUMBERLAND
67 MILES

.0 Leaving the square go west on Washington Street.
.1 Hotel Hamilton
.3 Cross the railroad
.4 Cross the railroad
.6 At the fork with red brick church in the triangle, bear left with trolley
1.7 Toll-gate; pay 6 cents
6.8 Toll-gate; pay 12 cents
7.1 Cross stone bridge over creek
11.6 **CLEAR SPRING**
13.1 Pass small road to right
19. Cross iron bridge
20.1 Cross the railroad
20.8 Cross the railroad
21.4 Cross the railroad
21.7 Cross the railroad
22.6 Cross the railroad and keep to the left
27.3 **HANCOCK** (Maryland Inn)
27.7 Bear left over bridge
35.1 At the summit of the mountain pass road to left
37.4 At the foot of the mountain cross iron bridge
38.4 Pass road to right
47.1 Cross iron bridge
53.1 Cross iron bridge
54.2 **FLINT STONE**
64.5 Cross iron bridge
67.2 Cross the railroad into **CUMBERLAND** (Windsor Hotel)
67.4 Hotel Olympia

ROUTE NUMBER 44
CUMBERLAND TO WHEELING
135 MILES

NOTE: It will be observed that there are very few turns or forks given for this route. There are very few places where the tourist would have any doubt as to which way to turn, as the Highway is at almost all times unmistakable.

.0 At the Hotel Olympia turn right into North Mechanic Street
.9 Cross the railroad
1.3 Cross stone bridge
3.5 Cross the railroad
6. Trolley crosses the road
9.6 Cross railroad into **ECKHART**
11.6 Straight through **FROSTBURG**
25. Cross the railroad
26. **GRANTSVILLE**
30.6 Cross small iron bridge
32.6 **KEYSER'S RIDGE,** the highest point on the National Highway, elevation 2,328 feet
38.6 **PETERSBURG** (Central Hotel)
42. **SOMERFIELD**
42.2 Cross the railroad
44.6 Pass road to left
64. Cross the railroad
64.6 At the fork entering **UNIONTOWN,** take the left road, Fayette Street
64.9 Pass on the left the garage of the Fayette Automobile Company, agents for the **WHITE STEAM CAR**
65. Cross the railroad
65.2 At the large church on farther left-hand corner, turn right into Morgantown Street
65.3 At the First National Bank, turn left into Main Street
65.4 Hotel Titlow
65.5 Cross the railroad and bear to the right up hill
77.6 At the foot of hill bear left into **BROWNSVILLE** and follow the main street, which curves down hill
78.3 Turn right, crossing the railroad to covered bridge across the Monongahela River (toll 10 cents)
78.5 At the other side of the bridge turn left at the Post Office and cross the railroad
78.8 Cross railroad side track near warehouse and climb long hill
83.9 **BEALLESVILLE**
87.9 **BELLEVILLE**

88.9 At the end of the road turn sharp left and then sharp right across bridge over railroad tracks; then again turn right

90.2 **SCENERY HILL**

102.5 **WASHINGTON**; at the Hotel Auld turn right with trolley into South Main Street

102.8 Turn left with double line of trolley into Chestnut Street

103.3 Cross the railroad

104.2 Cross the railroad

113.2 **CLAYSVILLE**

114.3 Cross the railroad

119.5 Follow main street through **WEST ALEXANDER**

120. Go under railroad, crossing state line into West Virginia

121.2 Cross trolley line and continue ahead on the traveled road with frequent turns over small stone bridges and with frequent crossing of the trolley tracks into

135.7 **WHEELING**, (Hotel McLure)

Two or three blocks before reaching the hotel pass on the right the West Virginia Automobile Co., local agents for the **WHITE STEAM CAR**

ROUTE NUMBER 45
WHEELING TO COLUMBUS
131 MILES

.0 Leaving the Hotel McLure go north on Market Street
.2 Turn left into Tenth Street with the trolley
.3 Suspension bridge over the east fork of the Ohio River; toll 5 cents
.5 At far end of the bridge turn right
1. Cross iron bridge over the west fork of the Ohio River into
1.1 **BRIDGEPORT**; cross railroad and at the first street turn left; at the next street turn right
2.7 Toll-gate; pay 20 cents and get ticket for next gate
6.3 Cross trolley tracks and railroad
10.7 Toll-gate; leave ticket
11.5 **ST. CLAIRSVILLE**
13.1 Toll-gate; pay 25 cents
16.5 **LOYDSVILLE**
21. **MORRISTOWN**
22.6 Toll-gate; pay 23 cents, get ticket
26.3 Toll-gate; leave ticket
27.1 **HENDRYSBURG**
30.4 **FAIRVIEW**
35.8 Toll-gate; pay 30 cents
42.8 **WASHINGTON**
43.6 Toll-gate; pay 25 cents
50.7 Toll-gate; leave ticket
51.5 **CAMBRIDGE**

52.1 At the end of the town at the fork, with the railroad station in the triangle, take the left road; cross tracks and covered bridge
53.6 Cross the railroad
54.5 Toll-gate; pay 25 cents
60.7 **NEW CONCORD**
63.6 **NORWICH**
65.3 Cross the railroad

75.1 Cross railroad twice and a short distance beyond meet the trolley and follow same into **ZANESVILLE**

76.7 (To reach the Hotel Rogge turn right at Third Street)

76.8 Cross the railroad

76.9 Cross bridge over Muskingum River and at the fork on the bridge take the left road.

84.9 Mt. Sterling

99.6 **JACKSONTOWN**

100.8 Cross the railroad

102.6 Cross covered bridge

103.8 Cross the railroad at **HEBRON**

109.6 **KIRKERSVILLE**

114.4 **ETNA**

120.8 **REYNOLDSBURG**

123.4 Trolley crosses the road

126.5 Cross the railroad

128.1 Trolley crosses the road and turns off to the left; keep straight ahead; just beyond meet another line of trolley and follow same

128.8 Cross the railroad

131.4 **COLUMBUS** (Hotel Hartman)

To reach The White Automobile Company, local agents for the **WHITE STEAM CAR**, turn right at the Hotel Hartman into North Fourth Street and proceed about a half mile to No. 241-43 on that street.

ROUTE NUMBER 46
COLUMBUS TO CINCINNATI
125 Miles

.0 Leaving the Hotel Hartman continue on Main Street
.2 Turn right into High Street
.7 At the farther side of the State House turn left into Broad Street
.9 Cross bridge
1.2 Cross two sets of railroad tracks
2.4 Cross the railroad
3.3 Cross the railroad
5.7 Cross the railroad
10.3 CAMP CHASE
13.6 Cross iron bridge
14.9 Cross iron bridge
15.4 WEST JEFFERSON
15.6 Cross the railroad
23. LAFAYETTE
23.3 Cross iron bridge
27.6 SUMMERFORD
34.2 BARLOW
38.2 Cross covered bridge
44.1 Cross the railroad
45. SPRINGFIELD
46. Cross the railroad
46.8 Cross the railroad
47.1 Cross covered bridge
47.4 Cross covered bridge

48. At the fork take the left road with trolley, leaving the National Highway
48.3 Cross iron bridge
49. Cross covered bridge
49.6 Cross the railroad

50.7 Cross the railroad
51.6 Cross trolley tracks
52.6 Cross the railroad
54.2 Cross the railroad
54.6 Cross trolley tracks
57. **OSBORN**
69.9 Cross bridge
70.1 Cross the railroad and just beyond bear right with trolley
70.2 Cross the railroad

71. Turn left into the main street of **DAYTON** and follow this street out of town
71.2 (To reach the Peckham Carriage Co., local agents for the **WHITE STEAM CAR**, turn left on East Third Street and at the second street beyond turn right and go a half block.)
71.5 Cross the railroad
72.9 At the fork where the trolley tracks go down hill keep to the left
73.3 At the next cross-road turn right
74.3 Bear left crossing the trolley and follow same
75.5 Cross trolley tracks
77.7 Cross the railroad
78.5 **ALEXANDERSVILLE**
79. Cross bridge over canal
81.6 Cross trolley
82.6 **MIAMISBURG**; go straight through town following the trolley
86.2 Trolley crosses the road
87.2 Trolley crossing
88.1 At the fork entering **FRANKLIN** keep to the left with trolley
88.8 Cross the railroad
89.5 Cross iron bridge and just beyond cross the railroad; just beyond cross another small bridge

and cross the railroad again

89.9 Pass road to the right half way down hill

96.1 Cross the railroad

97.8 **MONROE**

101.7 **BETHANY**

104.2 Cross the railroad

106.4 **WESTCHESTER**

110.5 Cross the railroad

110.7 **SHARON**; at the fork just after crossing small bridge take the right road

114. Cross the railroad

114.6 **READING**

124.5 Turn right into Fourth Street, **CINCINNATI**

124.8 Hotel Sinton

To reach the local sub-branch of **THE WHITE COMPANY,** turn right into Vine Street; at Ninth Street turn right to No. 21 on that street.

ROUTE NUMBER 47
CINCINNATI TO LEXINGTON
88 Miles

.0 Leaving the Hotel Sinton go east on Fourth Street and at the first corner turn right into Walnut Street

.4 At the second street jog right and then immediately left to the bridge across the Ohio River; pay 15 cents toll

.9 **COVINGTON**; at the third street from bridge turn right around the City Hall into Park Place. At the next street turn left and at the next corner turn right into East Fourth Street

1.1 At the next corner turn left into Madison Avenue

1.3 Turn right into Pike Street

1.5 Cross the railroad

2.3 At the fork half way up hill, where trolley tracks turn to the left, keep straight ahead

3.9 Toll-gate, pay 21 cents

8.8 Cross the railroad into **ERLANGER**

9. Toll-gate, pay 15 cents

10.8 **FLORENCE**

13.2 Toll-gate, pay 15 cents

16.9 Cross the railroad

19.6 Sharp right turn across bridge over railroad, toll-gate just beyond, pay 15 cents

20.3 Cross the railroad

20.9 Cross the railroad into **WALTON**

21.9 Sharp left turn across bridge over the railroad

22.2 Toll-gate, pay 15 cents

25.9 Sharp right turn across the railroad

26. Sharp left turn across the railroad

26.3 Cross the railroad

26.8 Cross the railroad

27.1 Toll-gate, leave ticket

27.6 Cross bridge over railroad into **CRITTENDEN**

28.7 Cross the railroad and turn right

29.3 Cross the railroad and turn left

30.3 Cross the railroad

30.7 Cross the railroad

32.6 Cross the railroad

33.1 Cross the railroad

33.3 Cross the railroad

35.2 Cross the railroad

36.3 **DRY RIDGE**

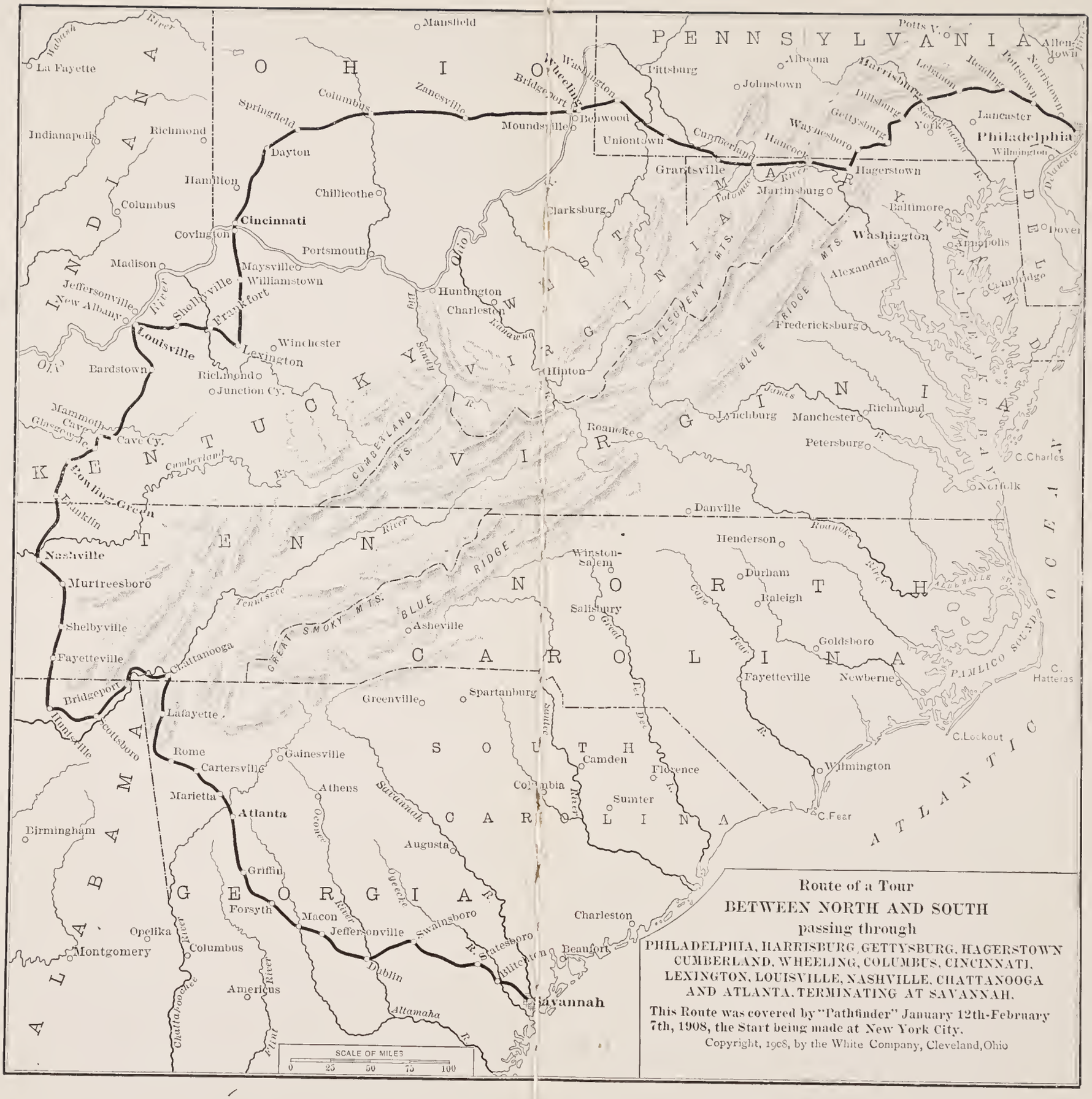
36.6 Cross the railroad

39.6 Road bears right through **WILLIAMSTOWN**

40.2 Cross the railroad and just beyond at the fork keep to the left

42.2 Cross bridge over railroad
42.6 At the fork keep to the right
42.8 Cross bridge over the railroad
46.6 Cross the railroad
46.9 Cross the railroad
47.8 Cross bridge over railroad
48.8 Cross bridge over railroad
49.2 Cross bridge over railroad
49.6 Pass Blanchett Station
51. Cross bridge over the railroad
52. **CORINTH**

52.3 At the first fork out of town take the right road
53. Cross small covered bridge
53.6 Cross small covered bridge
56.1 Cross small covered bridge
56.3 Cross small covered bridge
57.6 Pass road to right
58.7 Cross covered bridge
60.4 Cross covered bridge
62.1 Pass road to left
62.4 Pass road to right
74. Cross covered bridge
75.1 Cross covered bridge
75.4 Cross the railroad
75.8 **GEORGETOWN**; meet trolley and follow same straight out of town
77. Cross the railroad
78.8 Cross covered bridge
81.8 Cross iron bridge over railroad
87.3 Cross the railroad
87.4 Cross the railroad
87.7 Turn left into the main street of **LEXINGTON**
88.4 Hotel Phoenix


Route of a Tour
BETWEEN NORTH AND SOUTH
passing through
PHILADELPHIA, HARRISBURG, GETTYSBURG, HAGERSTOWN
CUMBERLAND, WHEELING, COLUMBUS, CINCINNATI,
LEXINGTON, LOUISVILLE, NASHVILLE, CHATTANOOGA
AND ATLANTA, TERMINATING AT SAVANNAH.
This Route was covered by "Pathfinder" January 12th-February 7th, 1908, the Start being made at New York City.
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SCALE OF MILES
0 25 50 75 100
PENNSYLVANIA
OHIO
INDIANA
KENTUCKY
TENNESSEE
ALABAMA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
MARYLAND
DELAWARE
ATLANTIC OCEAN
Philadelphia
Lancaster
Harrisburg
Gettysburg
Hagerstown
Cumberland
Wheeling
Columbus
Zanesville
Cincinnati
Dayton
Springfield
Louisville
Lexington
Frankfort
Nashville
Murfreesboro
Chattanooga
Atlanta
Savannah
Washington
Baltimore
Richmond
Raleigh
Wilmington
Charleston
Augusta
Macon
Jeffersonville
Swainsboro
Statesboro
Dublin
Griffin
Forsyth
Columbus
Montgomery
Birmingham
Indianapolis
Cincinnati
Pittsburg
Johnstown
Altoona
Uniontown
Greensburg
Clarksburg
Huntington
Charleston
Hinton
Roanoke
Lynchburg
Danville
Petersburg
Norfolk
Fredericksburg
Alexandria
Annapolis
Dover
Wilmington
Newberne
Fayetteville
Goldsboro
Durham
Henderson
Winston-Salem
Salisbury
Asheville
Greenville
Spartanburg
Columbia
Camden
Florence
Sumter
Beaufort
Rome
Cartersville
Marietta
Gainesville
Athens
Lafayette
Cottsboro
Huntsville
Bridgeport
Fayetteville
Shelbyville
Murfreesboro
Nashville
Franklin
Bowling Green
Mammoth Cave
Cave Cy.
Glasgow Jc.
Bardstown
Junction Cy.
Richmond
Winchester
Madison
Jeffersonville
New Albany
Shelbyville
Maysville
Williamstown
Portsmouth
Chillicothe
Hamilton
Richmond
La Fayette
Mansfield
Wheeling
Bridgeport
Moundsville
Belwood
Uniontown
Grantsville
Martinsburg
Hagerstown
Lancaster
York
Philadelphia
Wilmington
Dover
Annapolis
Cambridge
Baltimore
Washington
Alexandria
Fredericksburg
Richmond
Petersburg
Norfolk
C. Charles
Manchester
Lynchburg
Roanoke
Danville
Henderson
Durham
Raleigh
Goldsboro
Fayetteville
Newberne
C. Hatteras
C. Lookout
Wilmington
C. Fear
Florence
Sumter
Camden
Columbia
Charleston
Beaufort
Savannah
Americus
Opelika
Montgomery
Columbus
Ohio River
Wabash River
Tennessee River
Cumberland River
Kanawha River
Sandy R.
Big Sandy R.
Scioto R.
Muskingum R.
Tuscarora Cr.
Susquehanna R.
Delaware R.
Potomac River
James R.
Roanoke River
Cape Fear R.
Pee Dee R.
Santee R.
Great Pee Dee R.
Savannah River
Ogeechee River
Altamaha R.
Ocmulgee River
Flint River
Chattahoochee River
Tallapoosa River
Coosa River
Tennessee River
Allegheny Mts.
Blue Ridge Mts.
Cumberland Mts.
Great Smoky Mts.
Albemarle Sd.
Pamlico Sound
Allentown
Pottsville
Reading
Lebanon
Dillsburg
Waynesboro
Hancock
Pittsburg
Altoona
Johnstown

ROUTE NUMBER 48
LEXINGTON TO LOUISVILLE
80 MILES

.0 Leaving the Hotel Phoenix go west on Main Street

.7 Just before reaching the railroad trestle turn left on Cox Street
.8 Cross the railroad
.9 At the first street beyond, turn right passing under railroad trestle onto the Frankfort Pike and pass the Old Elk Distillery on the right
1.3 Cross the railroad and go under railroad trestle
12.7 Cross the railroad
13.1 Pass cross-roads
17.8 Turn right, then left, crossing bridge over the railroad, then right again
18.8 Cross the railroad and keep straight ahead up hill
20.2 On meeting road with trolley line turn right
20.7 Trolley crosses the road
22.1 Cross bridge over the railroad
22.3 Trolley crosses the road
25.3 Trolley crosses the road
25.9 **FRANKFORT** (Capital Hotel)
26. Turn left with trolley into St. Claire Street
26.1 Cross iron bridge over the Kentucky River and at the next corner turn right following the line of trolley
26.4 At the next fork take the left road up hill, leaving the trolley
33.1 Pass road to the right
34.8 Cross covered bridge
39.1 Pass cross-roads
44.8 Cross iron bridge
46.7 Cross iron bridge into **SHELBYVILLE**

48.7 Cross the railroad
53. Cross covered bridge
56.5 Cross the railroad
60.8 Cross iron bridge
63.1 Cross iron bridge
65.3 Trolley crosses the road
67. **MIDDLETOWN**
67.4 Trolley crosses the road
71.6 Cross trolley
73.6 Pass road to left
76.4 Keep straight ahead crossing the railroad; trolley turns to the left
77.3 Turn left with trolley at the Mayfield Woolen Mill
77.8 Cross the railroad
78. Bear right into the main street of **LOUISVILLE**
79.4 Turn left at the large red office building, the Columbia Building, into Fourth Avenue
79.8 Hotel Seelbach

To reach the garage of Longest Bros., local agents for the **WHITE STEAM CAR,** continue on Fourth Street; three-tenths of a mile beyond, turn left into Broadway and at the next corner turn right into Third Street and proceed one-half block.

ROUTE NUMBER 49
LOUISVILLE TO MAMMOTH CAVE
116 MILES

.0 Leaving the Hotel Seelbach go east on Fourth Avenue
.3 Turn left into Broadway
1.5 Cross the railroad
2. At the entrance to cemetery, turn right following the trolley
2.3 At the fork take the left road with trolley
4.3 Pass road to the right
4.8 Cross the trolley and, at the fork just beyond, keep to the right
7.7 Cross the railroad
10. Cross stone bridge
17.6 Cross covered bridge
18.2 Pass small road to left on "S" turn

20.7 **MOUNT WASHINGTON**; at the farther end of town turn right;
20.7 At the next corner, 100 feet beyond, turn to the left
23.9 Cross combination steel and covered wooden bridge over the Salt River
27.2 Cross covered bridge
33.1 Cross covered bridge
34. Pass cross-roads
39.8 Cross the railroad into **BARDSTOWN**
40.4 At the square with Court House in the center turn right 90°, passing the Newman House on the left

40.7 At the fork just after passing prominent church take the left road
48.1 Cross covered bridge
55.1 **NEW HAVEN**
55.2 Cross the railroad
55.8 Cross iron bridge
57.2 Cross the railroad at **ATHERTONVILLE**
58.4 Pass road to right
62.7 Pass road to right
69.1 **BUFFALO**
74.7 **MAGNOLIA**
75.3 Pass road to right
82.8 Pass road to left
85.2 Cross bridge over the Green River; pay 40 cents toll
87.7 **CANMER**
90.6 Pass road to left at Hardyville
92.5 Pass cross-roads
95. **UNO**

99.4 **BEAR WALLOW**; just after passing cross-roads and store, turn right with the wires

102.3 Pass cross-roads

105.2 Pass planing mill on the right (gasoline can be purchased here)

105.5 Just after passing school house turn right into **CAVE CITY**

105.8 Cross the railroad

110.1 Pass road to the left

110.5 At fork near small log cabin, take the right road

113. Pass road to the left

114.3 Pass road to the left

115.3 Cross the railroad

116. Cross the railroad

116.2 Turn left to Mammoth Cave Hotel

NOTE: Tourists who do not wish to make the trip to Mammoth Cave should continue direct from Cave City to Glasgow Junction.

ROUTE NUMBER 50
MAMMOTH CAVE TO NASHVILLE
103 MILES

.0 Leaving the Mammoh Cave Hotel, go out the same road as that by which you came

.3 Cross the railroad and at the road immediately beyond, turn right

3.1 At small unpainted store without sign, on the right, turn left around the woodshed

3.2 At the end of the road bear left

5.5 Cross the railroad

6.5 Cross the railroad

7.3 Cross the railroad and pass road to the left

10.5 Cross the railroad

10.6 Cross the railroad

10.9 Cross the railroad

11.2 Cross the railroad at **GLASGOW JUNCTION** and then turn right

11.5 Cross the railroad

21.2 Pass road to the left

32.4 Sharp left turn under the railroad

34.8 Cross covered bridge

35.7 **BOWLING GREEN**: at the square turn left (Turn right for Hotel Mansard)

35.8 At the farther end of the square turn right

36.3 Just before reaching the top of the hill, turn left into Fourteenth Street

36.4 At the next corner turn right

41.4 Sharp turn under the railroad

56.7 At the fork with saw-mill in the triangle, take the left road into **FRANKLIN**

64. Pass monument marking the state line between Kentucky and Tennessee

77.2 **WHITE HOUSE**
86.9 Toll gate; pay 25 cents
89.2 Go under the railroad
90.1 **GOODLETTSVILLE**; at the fork at the end of town, take the left road
92.2 Bear right passing the sign "Nashville, 10 miles"
93.7 Cross the railroad
101. At the fork keep left with the trolley
101.1 Turn right with trolley
102.7 Cross bridge over the Cumberland River into
103. Public Square, **NASHVILLE**
103.1 One block beyond the square turn left into Fourth Avenue
103.2 Maxwell Hotel

To reach the Southern Automobile Co., local agents for the **WHITE STEAM CAR**, go out Fourth Avenue to Broad Street and continue to 809 on this street.

TOURING FROM NASHVILLE TO SAVANNAH

By Pathfinder

The journey from Nashville to Savannah presents certain difficulties which will probably render it unattractive to many motorists. Nevertheless, there is a large body of tourists, composed mostly of White owners, who are not daunted by unusually bad road conditions and who find that the pleasures of traveling in a "new country" more than balance the inconveniences and minor hardships incidental thereto. This class of tourists will undoubtedly find as much enjoyment in touring through Tennessee, Alabama and Georgia as they did in traveling through Maryland, Ohio and Kentucky.

After leaving Nashville, the route which we followed is practically the same as that taken by the armies during the Civil War, as the Union forces slowly but surely advanced into the territory of the Confederacy and swept the Southern troops before them. This is not a coinci-

A road-side scene in Tennessee

dence, for I deliberately planned our route after consulting the Civil War histories. There are no road maps covering this section of the country and I could think of no better way of finding out the lines of least natural resistance, and therefore, the probable location of the best roads, than to search into the records of the War.

Before leaving Nashville, we visited several points of interest about the city, including the tomb of President Polk and the famous "Hermitage," the old home of Andrew Jackson. The latter is located about twelve miles from the city on what is known as the Lebanon Pike. The afternoon was half over when we finally started on our way and we had an easy three hours' ride through Murfreesboro to Shelbyville (57 miles from Nashville), where we spent the night. Nashville is in Davidson County and the roads in that country are free, but there-

An unimproved road in Jackson County, Alabama. On roads like this the liberal clearance of the WHITE is appreciated

after there were toll gates at frequent intervals and we paid all told $1.95 between Nashville and the Alabama boundary. At Murfreesboro, we saw what is left of the fortifications which were erected at the time of the famous two-day battle and at Shelbyville were other sights to revive Civil War memories, as it was here that the Confederate Army spent the winter after their defeat at Murfreesboro.

At Shelbyville, we could have turned southeastward and made Chattanooga in probably one day's ride, but I preferred to go southward into Alabama, following the lines of the military operations. The toll road continued south from Shelbyville through Fayetteville and almost to the state line. And here I would like to offer a word of warning to those tourists who may follow this route. The toll gates are kept down and are not raised until the toll has been paid. This procedure is all very well—provided you see the gate. We were bowling along toward Fayetteville at a good rate of speed when suddenly we saw a toll gate blocking the road only a few yards in front of us. I jammed on the brakes with every ounce of strength I could muster and brought my car to rest with scarcely a foot to spare. The gate was an unpainted affair of almost the same color as the road and it is no wonder that none of us saw it until we were right upon it. I remonstrated angrily with the gate keeper. "It is the orders to keep the gate down," he explained. "But surely you hang a lantern at night," I asked. "No sir," he replied, "never had any order to do so." It was then that I began to realize a general truth which was more and more impressed upon me as we advanced, namely, that in this section of the country, as regards the maintenance and condition of the highways, the traveling

of motor cars over them has not received any consideration whatever.

It is almost exactly 100 miles from Nashville to the Alabama line. This section is distinctly Southern. The "Soldiers' Monument" in each town is invariably a Confederate memorial. On this part of our journey, we had our first glimpse of the cotton fields, we saw an increasing proportion of negroes and we realized that we had indeed arrived in Dixie.

From the state line we had 18 miles of fair road to Huntsville, Ala. Here we turned east and soon had the pleasant sensation of crossing two considerable ridges on a road *without water-breaks*. After leaving the town of Gurlie, we crossed what could fairly be called a mountain, for the first time since leaving Pennsylvania. The road over the mountain was only partially completed and was so mushy that we used almost as much power going down as we had going up. What was our surprise, therefore, to turn from this road abruptly into a stretch of perfect macadam. We had come into Jackson County, Ala., and soon we learned not to be surprised at anything within its borders. Never have I seen such contrasts between good roads and bad roads as we saw in Jackson County. Possibly 60 per cent of the going was over fine pikes and the other 40 per cent was over roads which are apparently absolutely neglected. Just prior to our trip, there had been unusually heavy rains throughout the South and the unimproved roads in Jackson County seemed to have retained all the rain which had fallen.

We spent that night at Woodville, a little hamlet 150 miles from Nashville, having covered 93 miles for the day. There was more rain that night and the next day we struck many soft places where the only thing to do

Rankin's Ferry across the Tennessee River

was to get brush and stone to put in the path of the wheels. Interspersed with roads of this kind were occasional stretches of fine pike, with here and there a road made up mostly of loose stone where we found that we needed every bit of the unusually liberal clearance which distinguishes the White Steamer. The distance covered that day, to our night stopping place at Bridgeport,

On the battlefield of Chickamaugua

amounted to only 58 miles; from which it is evident that Jackson County, Ala., is not an ideal touring section in the rainy season. We were told, however, that in summer the roads are in very good condition and that we could then make as good time on the unimproved roads as on the pikes.

Leaving Bridgeport the next morning we had very good roads to Jasper and here we found the person we had been seeking for two days, namely, an individual who was able to tell us how to get into Chattanooga. Please keep in mind that Chattanooga is not an easy place to reach by automobile. Nature seemed to have tried to shut off Chattanooga from the outside world and Man has done but little to thwart her purpose—at least from the motorist's point of view. Chattanooga is located in a valley from which mountains rise on every side. As if this was not sufficient isolation, the Tennessee River twists and bends about the city, seeming to press it back against the mountains. Therefore, two problems had been before us ever since leaving Nashville, where we could cross the mountains and where we could cross the river. Our historical guides failed us completely as the army had, at will, taken to the railroad right of way or had been carried on the river in boats. We were therefore highly pleased when we chanced to meet at Jasper a gentleman who owns a White car and who gave us the desired information.

Acting in accordance with his directions, we turned toward the Tennessee River and headed for Rankin's Ferry. Here we were taken across in a flat-bottom boat propelled by oars and, on the other side, we had a fine little job of road building to make our way up the muddy incline which, but two days before, had been part of the river bottom. What good did it do for us to suggest to the ferryman that he dump a little stone into this quagmire? As I said before, the peculiar necessities of the automobile have not entered into the calculations of the people in this section.

From the ferry, we had seven miles of rather rough going, crossing in the meantime Raccoon Mountain. On the far side of the mountain, we struck a good pike which led us into Chattanooga, 247 miles from Nashville by the indirect route which we had followed. Before reaching the city, this pike leads along the side of Lookout Mountain. If one should slip over the side of the road, he would land in the Tennessee River, several hundred feet below. If it were not for this feature, I might venture to suggest Lookout Mountain as a suitable place for a great hill climb.

We arrived in Chattanooga in time for lunch and had a half day in which to look over the city. The next

A cotton warehouse in Griffin, Georgia

morning we resumed our journey southward. A boulevard leads from the center of the city to Missionary Ridge where commences a fine stretch of Government road. Along this road are some splendid monuments much more elaborate, although less numerous, than those at Gettysburg. A few miles of travel along the Government road brought us to the battlefield of Chickamaugua which is now a Government reservation. Needless to say, the battlefield has a splendid array of monuments to those who fell in the bloody conflict of September 19 and

20, 1863. Just before reaching the battlefield, we had crossed from Tennessee into Georgia, the tenth state we had entered since starting on our tour.

The Government did not confine its road building to the battlefield, but continued it southward along the summit of the Ridge and thence on to the town of Lafayette, 29 miles from Chattanooga. This stretch of road is a magnificent example of what the National Government can do in road making. The bridges are leveled down nicely with the road and there is not a bump nor a hole throughout the 29 miles. One would think that this stretch of Government road would have served as an example to be emulated by the surrounding counties but such, unfortunately, is not the case. From Lafayette and on through Summerville we found the road fair to poor. The soil is composed of reddish clay and sand which washes out freely and leaves the road full of ruts and holes. Yet we had good solid ground under the wheels and made good progress to Rome, 75 miles from Chattanooga and here spent the night. The next day it rained continuously and we had an opportunity to see what a fine slippery mixture the Georgia clay can make. Although it was hard work keeping the car in the center of the road, we found that there was considerable bottom to the road and we covered the seventy miles between Rome and Atlanta without incident, going by way of Cartersville and Marietta.

When General Sherman enunciated his famous one-word definition of war, I have no doubt that he had in mind the conditions which he experienced in moving his army "from Atlanta to the sea," for it must have been weary work for his soldiers, trudging through the heavy sand. On our journey from Atlanta to Savannah, we found most of the roads exactly the same as they must have been at the time of the War. But General Sherman had a decided advantage over us; for he sent out in advance an engineering corps well equipped with pontoon bridges, so that

A meeting with the chain-gang

Fording in Southern Georgia

his army crossed the various streams without difficulty. As we were not equipped to do any bridge building, our only course was to plunge through the streams. Some of them were comparatively shallow but there were several where our big 36-inch wheels were entirely submerged. It was the water which gave us the principal difficulty, for the heavy sand did not bother us, except that it required strenuous exertion at the steering wheel to prevent the wheels from slipping into the great deep ruts in the sand. We found some very fine roads in Georgia, but these are confined to the few counties in which the larger towns are located. In the other counties, the roads are simply sand trails on which I do not believe any work is ever done.

On our first day out of Atlanta, we had a comparatively easy stretch to Macon, a distance of 103 miles. During most of this day's journey, we followed quite closely the tracks of the Georgia Central Railroad, and for many miles followed a sand trail which was bounded on one side by the railroad tracks and on the other by the cotton fields. At Macon we spent an entire morning in search of information as to how to get to Savannah. We could not find any motorist in town who had ever made the trip and all those whom we visited said that it was impossible at this season of the year. We answered such statements by remarking that we had a 30 horse-power White Steamer. At the offices of the telephone and telegraph companies, we were unable to get any accurate information, but we heard thrilling tales of how the linemen, because of the deep water, travel from pole to pole in boatswain's chairs, suspended from the cables—and still we were undaunted. We spread out a map of the state

Typical sand road of Southern Georgia

and examined the courses of the various streams, finally marking out a route which looked as if it might be on the highest ground, and with nothing more definite than this, we headed due east from Macon. At Jeffersonville, where we spent the night, we were informed that we would find a bridge over the Oconee River at a town called Dublin. We reached Dublin the next morning without incident and then learned that there starts at this town a highway known as the "Savannah Road." Thereafter our task of finding our way resolved itself into inquiring at the different forks as to which was the "Savannah Road." Several times we took the wrong fork and followed a lumber trail because it seemed more traveled, and we would go off from our road several miles before meeting any one who could tell us that we were on the wrong road.

As we proceeded eastward, the sand became heavier and the water on the road deeper and more frequent. Sometimes the water was caused by an unbridged stream crossing the road, but more often the water was stagnant and represented the overflow from an adjacent swamp. On reaching a ford or stream, we would stop the car and my companions, who had provided themselves with full length rubber boots, would wade ahead to ascertain the depth of the water and the location of any soft places on the bottom. Then they would beckon me to come on, and I would take the ford at full speed, with the water washing over the running boards, and often over the front wheels. We found that by "hitting the streams hard" we could generally keep the burner dry, because the pan under the engine would force the water ahead and the burner would pass any given spot, before the water surged back again. When the water was so deep as to extinguish the burner, as happened a number of times, the reserve supply of steam in our generator would carry

us through very nicely. Of course, our engine would sometimes get a good bath, but that made no difference because the cylinders of the White engine are well protected by asbestos and we did not run the risk of cracking a cylinder, as would almost surely have happened to an engine whose cylinders could come into direct contact with the cold water.

We traveled 75 miles from Jeffersonville, via Dublin, to Swainsboro, and here spent the night. The next day we covered a similar mileage, a larger proportion of the distance being through the water than on the previous day. We spent the night at the little settlement of Blitchton and the next morning made our way to the dreaded Ogeechee Swamp. This is formed by the Ogeechee River overflowing its banks. My companions waded ahead and in about three-quarters of an hour returned with the information that there is a bridge over the deepest part of the river, but in order to get to the bridge and then from the bridge back to terra firma, we would have to go through a long stretch of even deeper water than anything we had experienced up to that time. We dashed into the water and after a long pull which required all of our steam, we finally ran upon the rickety bridge which spans the deepest part of the river. Then came another dash through the water and we finally rested on the dry sand. We had about 12 miles of sandy road and then struck an eleven-mile stretch of boulevard which led us into Savannah.

As I have not spoken well of the interior counties of Georgia, it is only fair that I express my sincere appreciation of Savannah. It is one of the most delightful cities I have ever visited. The avenues are broad and are bordered with rows of liveoak, from the branches of which

A "stern view" of our car

hang festoons of Spanish moss. The public buildings are unusually attractive, as are the splendid private residences. Last but not least, we certainly appreciated the commodious Hotel de Soto after almost three days spent out in the turpentine country, where the only things we had had to eat were ham and eggs, three times a day.

And now a few words in summary of our trip, which carried us through ten states and over a total distance of 2,044 miles, of which about 200 miles represent detours from the direct route. As is evidenced by our uninterrupted progress, we did not have any trouble whatever with the car. The only replacement comprised one front spring in which a leaf was broken on the wretched roads leading to the Mammoth Cave. Before we could secure another spring we had traveled almost 400 miles and I believe that, had we so desired, we could have finished the trip without even this one replacement. Aside from this matter of the spring, the only attention we gave to the car was to lubricate very thoroughly, to take up occasionally on our brakes and to tighten the stuffing boxes at intervals.

Occasionally a fallen tree blocks the road

Furthermore, the matter of tire repairs was almost a negligible factor with us, partly owing to the fact that the White has tires of unusually large size and is, moreover, easy on tires, and partly because the tires on our machine showed themselves to be of good construction. One rear tire we did not touch; on the other we changed the casing. In one front tire we had a nail puncture and on the other we renewed two inner tubes.

Our total elapsed time from New York to Savannah was three weeks and five days. Not all of this time was spent on the road as we laid off one day in seven and, moreover, took abundant time to see all places of

interest on or near our route. I think I may safely say that during the trip we had every known kind of weather, from the blizzard we experienced in the mountains near Uniontown, Pa., where we could hardly see the road a yard ahead of us, to the delightful sunshine of Georgia, where we discarded coats, gloves and even hats.

Finally, I should state that, throughout our journey, we were received with the greatest cordiality, not only by the motorists in the cities and towns, but also by the farmers and their families. Of all the pleasant recollections of our trip, that which is most deeply impressed on our memories is the kindly attitude of all of those with whom we came in contact.

Around Savannah the roads are delightful

ROUTE NUMBER 51
NASHVILLE TO CHATTANOOGA
247 Miles

.0 Leaving the Hotel Maxwell go east one block on Church Street and then turn right into Third Avenue

1. At the Peabody College turn left into Lindsley Avenue

1.4 At the end of the street bear right with trolley track on Lebanon Pike

2.3 Cross the railroad

3.8 Turn right (to visit "The Hermitage," the old home of Andrew Jackson, pass road to right and continue on Lebanon Pike about 9 miles)

4.4 At the end of the road turn right

4.9 At the first road turn to the left

5.2 At the end of the road turn left onto the Murfreesboro Pike

7. Pass road to the left

17.7 Cross railroad at **LAVERGNE**

18.8 Pass road to left

19.4 Toll-gate, pay 15 cents

28. Toll-gate, pay 15 cents and immediately beyond cross bridge

31.5 Cross the railroad

32.3 Cross wooden bridge

32.5 Toll-gate, pay 15 cents

33.8 **MURFREESBORO**; at the red brick church on farther left-hand corner turn right into North Church Street

34.9 Cross the railroad

35.6 Toll-gate, pay 15 cents

40. Toll-gate, pay 15 cents

47.3 Toll-gate, pay 15 cents

53. Toll-gate, pay 15 cents

56.6 Toll-gate, pay 15 cents

57.7 **SHELBYVILLE**; at the square turn right at the

Dixie Hotel; bear slightly to the left around the public building and pass the Masonic Temple on the left, leaving the square

57.9 At the end of the road turn left over small iron bridge

59.2 Toll gate, pay 15 cents

64.2 Toll gate, pay 15 cents

71.6 Pass road to the right and continue up hill

73.7 Toll-gate, pay 15 cents

78.9 Toll-gate, pay 15 cents

83.1 Cross the railroad

83.9 Cross the railroad

84.2 Toll-gate, pay 15 cents

84.8 Toll-gate located just beyond sharp right turn on down grade; no toll collected here but look out you don't hit gate

85. Cross the railroad

85.5 Near church yard, bear right into the main street of **FAYETTEVILLE**

85.7 At the farther side of the square turn left around the Court House and then go straight out of town

86.1 Cross the railroad

86.5 Cross old stone bridge over the Elk River

87.2 Toll-gate, pay 15 cents

91.1 Pass road to right

99.5 At about this reading you cross the state line from Tennessee into Alabama

107.2 Cross iron bridge

109. **MERIDIANVILLE**

110. Cross iron bridge

113.6 Cross the railroad

117.2 Cross the railroad

117.6 Bear left into the main street of **HUNTSVILLE**

117.7 On meeting the trolley tracks turn off to the left

118.4 At the fork where the trolley turns to the right, take the left road
119.1 At the end of the road turn right
126. Cross the railroad
128.4 Cross bridge
129. Pass cross-roads at **MAYFIELD**
129.8 At the fork take the right road
132.1 Cross iron bridge
133. At the fork keep to the right with the wires
137.1 At the railroad turn left into **GURLEY**; do not cross the railroad tracks
139.4 Turn right (wires go straight ahead directly across the mountain)
141.1 At the foot of the mountain turn right onto a fine pike
142.9 Cross the railroad
144.3 Pass cross-roads at **PAINT ROCK**; end of the pike
146.6 Pass road to the right
146.7 Cross the railroad
147.6 Cross small bridge and turn right
147.7 Cross the railroad
148.6 Cross the railroad
149.7 At the railroad turn left into **WOODVILLE**; do not cross the tracks
151.2 At cross-roads turn right
154. Pass road to the left
157. Pass road to the right and meet the pike
161. Turn right with pike into **LARKINSVILLE**
161.1 Turn left
161.4 At the end of the road turn left with pike and just beyond turn right
167.1 Cross the railroad
168.1 Turn right with the pike and at the next corner turn left into **SCOTTSBORO**
169. At the fork keep to the left on the pike and just beyond cross the railroad
174.4 Pass road to the left
176.2 At the end of the road turn left
178.4 At the end of the pike turn right
179.1 Turn left with the wires
179.5 Turn right
179.7 At the end of the road turn right
182.2 At the end of the road turn left
182.7 Pike begins again
187.2 Cross the railroad at **FACKLER**; end of the pike. Just beyond the railroad jog right and then left
187.7 Bear left at the fork following the wires

189.1 Turn off to the left around a log cabin leaving the wires
195.4 Cross bridge
197.3 At small log cabin turn right, (schoolhouse just beyond on the road straight ahead)
199. At the end of the road turn left and just beyond turn right onto the pike
199.9 Cross the railroad
202. At the fork keep to the right
202.8 At the fork keep to the left
204.2 Pass road to the left
208. On entering **BRIDGEPORT** turn left onto a road where many wires turn
209. Cross the railroad
210.3 At the end of the road turn right meeting the wires
211.8 Cross the railroad
213. At the outskirts of **SOUTH PITTSBURG** turn right and one block beyond turn left onto the main street
215.6 Cross iron bridge
220.6 Cross the railroad at the center of **JASPER**
221.4 Turn off right at the sign, "Shellmont"
222.5 Cross iron bridge over the Sequatchie River
222.9 Pass road to left and at the fork immediately beyond keep to the left leaving the pike
225.1 At the fork keep to the left
227. Rankin's Ferry over the Tennessee River; fare 50 cents
227.3 Cross the railroad
227.8 Pass road to the left
227.9 Pass road to the right
229.2 Cross bridge
231.1 Pass road to left
231.3 Pass road to right near wooden church

232. Pass road to left
234. Cross the railroad
234.3 Pike begins
235.9 Pass road to left
237.4 At the end of the road bear right
237.8 At the railroad bear left, do not cross tracks
238.9 Cross the railroad
240.3 Cross the railroad
240.7 Pass road to left near white church
242.2 Cross bridge
242.4 Cross the railroad
245.1 Cross the railroad
245.2 Cross iron bridge
246.5 At the end of the street turn right into Montgomery Avenue, **CHATTANOOGA.** At the next corner turn left
246.7 Cross the railroad
246.8 Bear left with trolley tracks
246.9 Cross the railroad
247.1 Hotel Patten

ROUTE NUMBER 52
CHATTANOOGA TO ATLANTA
143 MILES

.0 Leaving the Hotel Patten go north on Market Street
.2 Turn right into Eighth Street
.3 At the office of the *Times*, turn left and at the next corner turn right into McCallie Avenue
1.5 Cross bridge over railroad
2.4 Pass road to left which leads to Orchard Knob
3.4 Turn left with a line of trolley
3.6 Cross trolley tracks and turn sharp right
3.8 Bear right onto the government road, passing the Kansas memorial
5. Trolley crosses the road
7.6 At fork, with the Missouri monument and two cannon in the triangle, take the left road, crossing into the State of Georgia
10.5 Pass army post on the right
15.3 Pass road to the right
15.4 Cross covered bridge over Chickamauga Creek
18.6 Cross the railroad
20.2 Cross the railroad
23.9 Cross the railroad
26.1 Cross the railroad
29.5 **LAFAYETTE**; circle round the Public Building in the square and continue straight out of town
30.6 Pass road to the right
42.3 Go under railroad trestle and just beyond turn left over bridge
42.9 At the end of the road turn sharp left and just beyond cross the railroad
44.3 Pass road to the left
47.5 Cross the railroad
48.1 **SUMMERVILLE**; at the square turn left and just beyond cross the railroad
49.4 Cross small bridge and turn left
49.9 At the fork take the left road
52. At the fork take the right road
56.7 At the fork take the right road up hill
59.1 Cross covered bridge
63.3 Cross covered bridge
65.9 Cross covered bridge
66.8 At the fork take the right road
71.3 Cross covered bridge
73.7 At the fork take the left road
74.5 Cross iron bridge into **ROME**
74.7 At Broad Street turn left, (Turn right for Cherokee Hotel)

75.1 At the fork take the right road, leaving the trolley, and immediately beyond cross bridge over railroad
75.4 At the fork take the right road
78. Pass road to the right
80.2 Pass road to the left
88.5 Cross the railroad
88.7 Pass road to the right
89. Turn left, crossing the railroad at **KINGSTON**, and continue parallel with the railroad
91. Pass road and bridge to the right (here we made a detour in order to cross an unbridged stream at a good fording place)
93.3 Pass road to left
96. At the end of the road turn right
97.5 Cross the railroad
99.1 Cross the railroad
100. Cross the railroad
100.7 At the end of the road bear left
101.1 **CARTERSVILLE**; turn right at the railroad station and one block beyond turn left crossing the railroad
101.5 Turn right
101.8 At the end of the road turn right
101.9 Turn left onto a road with double line of wires
102.7 Cross the railroad
103.4 At the fork keep right with the wires
103.7 Cross covered bridge and just beyond turn left
105.6 Cross the railroad
107. Go under the railroad
107.7 Cross the railroad
109.2 Cross the railroad
109.3 At the fork keep to the left with wires
110.1 Cross wooden bridge
111.4 Cross the railroad
113.1 **ACWORTH**
114.4 At the fork keep to the left leaving the wires
118.3 **KENNESAW**; turn right around red brick store and continue straight through town parallel with the railroad
119.1 Cross the railroad
121.9 Cross the railroad
124.8 Cross the railroad at **MARIETTA** and one block beyond turn right
125.2 At the farther side of the square turn left and one block beyond at the drug store turn right
126.1 Cross the railroad
130.8 At the fork take the left road
134.4 Sharp turn under the railroad

135.9 Sharp turn under the railroad
136.1 Cross the railroad
136.6 Cross iron bridge
137.3 At the fork take the left road, passing grocery store on the left
138.2 Cross the railroad
139.1 Cross bridge over railroad
140. Cross bridge over railroad
141. Cross bridge over railroad and follow trolley into town on Marietta Street
143.3 **ATLANTA**; at the Fourth National Bank turn left into Peachtree Street
143.5 Hotel Piedmont;

To reach the American Motor Car Co., local agents for the **WHITE STEAM CAR,** continue along Peachtree Street one block and then turn right around the Opera House into the alley.

ROUTE NUMBER 53
ATLANTA TO MACON
102 MILES

.0 Leaving the Hotel Piedmont go down Peachtree Street

.3 Cross the viaduct and continue out Whitehall Street

1.8 Cross the railroad and follow trolley out Park Street

2. Turn left with trolley into Lee Street

6.9 Cross the railroad and then bear right into Jonesboro Pike

7.4 Cross side track

9.3 At the Orphans' Asylum turn left across the railroad and then immediately turn right

10.8 End of the Pike

11.2 Cross the railroad

15.5 Pass road to right

18.6 Cross wooden bridge

19.8 At the end of the road bear right and continue parallel with the railroad into

20.4 **JONESBORO**

22.5 Cross the railroad

23.1 Cross the railroad

25. Cross the railroad

27.3 **LOVEJOY**

31.4 Cross the railroad siding near fertilizer factory

32.2 **HAMPTON**

32.4 Cross the railroad

32.6 At the fork keep to the left

35.1 Cross the railroad

35.5 Cross the railroad

35.9 **SUNNYSIDE**

37.7 Cross the railroad at **POMONA**

38.7 Cross the railroad

41.6 Cross the railroad
43.1 Cross side track
43.3 Turn right into the main street of **GRIFFIN**

43.5 At Manley's hardware store turn left into East Taylor Street
43.6 At the next corner turn right passing brick school house on the left; at the second corner beyond turn left again onto the Macon Road
45.5 Bear left with wires
46.9 Cross the railroad
48.9 Cross the railroad
51.8 At the fork bear left with the wires
51.9 Cross the railroad
52.7 Cross the railroad
53.8 Cross the railroad
55.2 **MILNER**
59.3 Cross the railroad
59.6 Cross the railroad
60.2 Cross the railroad
60.5 Cross the railroad
61.6 Cross the railroad
61.8 Turn left into the main street at **BARNESVILLE** and at the next corner turn right
63.6 Pass road to the right
75.7 **FORSYTH**
75.9 At the fork take the right road
81.2 After passing **SMARR'S STATION** turn left across the tracks
83.1 Cross the railroad
86.8 Cross the railroad and keep to the right
88.2 Cross the railroad
88.9 At the fork keep to the left
89.1 Cross the railroad
91.1 Cross the railroad
97.2 Sharp turn under the railroad

102. **MACON**; at the City Hall bear left into Cherry Street

102.2 At the soldiers' monument turn right to the Hotel Lanier

ROUTE NUMBER 54
MACON TO SAVANNAH
186 Miles

.0 Leaving the Hotel Lanier go out Mulberry Street
.2 At the end of the street turn left into Fifth Street
.5 Cross bridge over the river
1. At the fork take the right road
2.8 Pass road to left near the shingle mill
3.1 At the fork, with general store in triangle, take the right road
3.5 Turn under the railroad
4. At the fork take the left road
7.2 Pass road to the left
9.4 Cross the railroad
9.9 Cross the railroad and immediately beyond turn right

NOTE: Inquire here if a better road can be found by continuing straight ahead and taking the next right turn. Conditions vary at different seasons of the year

10.8 Cross the railroad
15.3 Cross the railroad
16.3 Cross the railroad
16.6 Cross the railroad
18.2 At the fork take the left road crossing the railroad
19. Cross the railroad
19.3 Cross the railroad
19.9 At fork keep to the right
20.3 Cross the railroad
22.9 Bear left
23.9 Cross the railroad
24.3 Pass cross-roads at **JEFFERSONVILLE**
29.7 At the fork, with cotton-gin at each side of the road, turn off to the right
34.4 Pass road to the left
38.1 Pass road to the left
39.1 Pass road to the right
45.4 At the cross-roads with sign board, keep straight ahead
47.3 Pass cross-roads
55.5 Circle around Court House in the square at **DUBLIN**
56.2 Cross bridge over the Oconee River
57.6 At the fork keep to the right
57.9 Cross the railroad

58.2 At the fork, with small log hut in the triangle, take the left road leaving the pike
60.1 Pass cross-roads
64.1 Cross wooden bridge
70. At the fork keep to the right
73.4 At the fork keep to the left
74.9 Cross the railroad at **RIXVILLE**
81.2 At the end of the road turn left and just beyond cross bridge over the Big Ohoopee River
82.4 Cross the railroad
85.4 Cross wooden bridge and at the triple fork just beyond, keep to the right
86.2 Just after passing large farmhouse on the right, turn off to the left (inquire here if bridge across Yamgrande Creek on the main road has been repaired; is so, keep straight ahead)
87.1 At the end of the road turn left
88.8 **KEMP**
88.9 At the fork bear to the right
95.6 **SWAINSBORO**; at the end of the road turn right around Court House
96.1 At the first road outside of town turn off to the left and just beyond bear to the right
96.3 Cross the railroad
100.1 Cross wooden bridge and just beyond pass road to the right
100.4 At the next fork keep to the right
102. Pass cross-roads
103. Cross wooden bridge
106.5 Cross the railroad at **GRAYMONT** and just beyond turn left and follow the railroad to

107.5 **SUMMIT**; after passing railroad station turn right, scales on right of turn
107.6 At the next corner turn left
110.3 Cross wooden bridge
120.7 Cross wooden bridge and at the fork just beyond keep to the right
132.7 At the fork keep to the right
132.8 Cross the railroad
133.3 **STATESBORO**
133.5 At the triple fork just after crossing the railroad take the right road
136.2 At the fork take the right road
137.6 Cross the railroad near Pretoria Station
143.8 Cross wooden bridge
144. Pass cross-roads
146.6 Cross the railroad
150.4 At cross-roads turn sharp left
150.7 **STILSON**; bear right at the center of town
150.9 At the first road turn right
151.7 Pass cross-roads
163.4 **BLITCHTON**; take right road across railroad
164.5 Toll gate; pay 50 cents toll for "bridge" across the Ogeechee River
167.1 Cross the railroad at **EDEN**
169.4 Pass road to the right
171. Meet double line of wires
177.6 Cross the railroad
182.1 Cross the railroad
182.9 Cross the railroad
184.1 Cross the railroad
186.3 **SAVANNAH**; at the end of the road turn left and then immediately right to
186.7 Hotel De Soto

To reach the Graham Automobile Company, local agents for the **WHITE STEAM CAR** go north to Bryan street and continue to 1418 West Bryan.

CLEAN SWEEP FOR THE WHITE IN CALIFORNIA HILL-CLIMB.

The White Steamer won all three events in which it was entered in the hill-climbing carnival held at San Francisco on March 7, 1908. A 30 H. P. White touring car won in the class for cars costing up to $3500, and a 20 H. P. White touring car won in the $2500 class. In the free-for-all, the same 30 H. P. car, with body removed, again triumphed. It made the climb in 1:38 4-5, which is 16 seconds faster than that made by its nearest competitor.

The superiority of the White in hill-climbing has been demonstrated in every public contest in which it has competed or, more properly speaking, been allowed to compete. Hill-climbing ability is the true test of real power, of available power, of power at the rear wheels, and it is evident that hill-climbing contests furnish the real demonstration of what the various systems of motive power can do, and that tables of "rated horse-power" are of purely theoretical interest.

THE WHITE COMPANY

CLEVELAND, OHIO

WHITE WON QUAKER CITY MOTOR CLUB ENDURANCE RUN

The victory of the White in this contest, held January 1st, 2nd and 5th, was especially significant; first of all, because there was but one White which started, as compared with 27 gasoline cars of 23 leading makes. Secondly, not only was road performance considered but also the condition of the cars at the finish was a determining factor. Thirdly, in the original contest, the White was the only car which made a perfect road score and was declared by the Technical Committee to be in perfect condition at the finish. For some reason, the Contest Committee declared that two other cars were entitled to perfect scores and a "run-off" was held, with the result that the White made a performance so superior to that of the other two machines that it was declared the winner of the contest and of the handsome MacDonald & Campbell trophy. Thus twice, in a single contest, was White superiority demonstrated

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THE WHITE COMPANY

CLEVELAND, OHIO

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